

## The Battleship Yamato Superanatomy Anatomy Of The Ship

This superb reference book achieved the status of 'classic' soon after its first publication in 1993; it was soon out of print and is now one of the most sought-after naval reference books. And with good reason. Offering an unprecedented range of descriptive and illustrative detail, the author describes the evolution of the battleship classes through all their modifications and refits. As well as dealing with design features, armour, machinery and power plants and weaponry, he also examines the performance of the ships in battle and analyses their successes and failures; and as well as covering all the RN's battleships and battlecruisers, he also looks in detail at the aircraft carrier conversions of the WWI battlecruisers Furious, Glorious and Courageous. *British Battleships 1919-1939* is a masterpiece of research and the comprehensive text is accompanied by tabular detail and certainly the finest collection of photographs and line drawings ever offered in such a book. For this new edition the author has added some 75 new photographs, many of them having never appeared in print before, and the book has been completely redesigned to fully exploit the superb photo collection. A delight for the historian, enthusiast and ship modeller, it is a volume that is already regarded as an essential reference work for this most significant era in naval history and ship design.

87 photos, 202 figures and drawings, 60 tables, and 15 maps and tracks. Recognising the impossibility of improving upon the (in)famous 5:5:3 ratio of the Washington Naval Treaty when the expected naval race would begin as the treaty expired, the Imperial Japanese Navy resorted to a strategy of qualitative superiority to overcome the American quantitative edge. The IJN succeeded, after many studies and false starts, in creating the world's most heavily armed (nine 18.1" main guns in three triple turrets - the largest calibre ever mounted) and protected (410-mm thick VH belt armor, 660-mm thick front shields of the gun houses - the thickest armour plates ever mounted) battleships. With a displacement in excess of 70,000 tons their size was unprecedented but despite this restrictions resulted in defects, which otherwise might have been avoided; other defects were the result of techniques below the highest standard. Because the qualities of a battleship were generally measured by gun power, protection and mobility the authors have focused upon these items after giving a rough outline of the design and building processes. The result is probably the most detailed description based upon Japanese sources published outside Japan. Stimulated by Gustav Jensen's expanded dissertation *Japans Seemacht* and encouraged by Messrs. Erich Groner and Prof. Jurgen Rohwer, Hans Lengerer began writing on the IJN in 1969. Over the years more than 50 articles have appeared in magazines like *Marine Rundschau*, *Marine Forum*, *Warship* and *Interconair Aviation e Marina*. After retirement from service in an executive organ, Lengerer continues to write books and articles using a considerable amount of

time for his hobby. He is also the author of the privately published Contributions to the History of Imperial Japanese Warships, referred to in this book, and is presently working to revise and condense his 250,000-word manuscript Development of Warship Construction in Japan and to complete A History of the Imperial Japanese Navy. As "hobby researcher" at best, his writings depend heavily upon information supplied by other IJN fans; they come first therefore. Lars Ahlberg is on active duty with the Swedish Air Defence Regiment and is a military historian by avocation. He has written monographs about the IJN battleships of the Nagato class and the IJN aircraft carrier Taiho. His articles have appeared in Sveriges Flotta, Warship International and Okrety Wojenne and for several years he has been the editor of Contributions to the History of Imperial Japanese Warships. Ahlberg has also co-authored two books about Swedish regiments: Kungl Hallands regementes historia 1962-2000 and Kasernerna pa Galgberget.

USS Iowa (BB-61) was the lead ship in one of the most famous classes of battleships ever commissioned into the US Navy. Transferred to the Pacific Fleet in 1944, the Iowa first fired her guns in anger in the Marshall Islands campaign, and sunk her first enemy ship, the Katori. The Iowa went on to serve across a number of pivotal Pacific War campaigns, including at the battles of the Philippine Sea and Leyte Gulf. The ship ended the war spending several months bombarding the Japanese Home Islands before the surrender in August 1945. After taking part in the Korea War, the Iowa was decommissioned in 1958, before being briefly reactivated in the 1980s as part of President Reagan's 600-Ship Navy Plan. After being decommissioned a second and final time in 1990, the Iowa is now a museum ship in Los Angeles. This new addition to the Anatomy of the Ship series is illustrated with contemporary photographs, scaled plans of the ship and hundreds of superb 3D illustrations which bring every detail of this historic battleship to life.

This fully illustrated study lifts the veil on two of history's last battleship-vs-battleship battles as the US and Japanese navies clashed in the Pacific during World War II.

The battleship Yamato, of the Imperial Japanese Navy, was the most powerful warship of World War II and represented the climax, as it were, of the Japanese warrior traditions of the samurai--the ideals of honor, discipline, and self-sacrifice that had immemorially ennobled the Japanese national consciousness. Stoically poised for battle in the spring of 1945--when even Japan's last desperate technique of arms, the kamikaze, was running short--Yamato arose as the last magnificent arrow in the imperial quiver of Emperor Hirohito. Here, Jan Morris not only tells the dramatic story of the magnificent ship itself--from secret wartime launch to futile sacrifice at Okinawa--but, more fundamentally, interprets the ship as an allegorical figure of war itself, in its splendor and its squalor, its heroism and its waste. Drawing on rich naval history and rhapsodic metaphors from international music and art, Battleship Yamato is a work of grand ironic elegy.

In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel which would have been familiar to the sailors of the Tudor navy, to the huge motor-driven container ships, nuclear submarines and vast cruise liners that ply our seas today. Who were the innovators and builders who, during that span of time, prompted and instigated the most significant advances? In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel which would have been familiar to the sailors of the Tudor navy, to the huge motor-driven container ships, nuclear submarines and vast cruise liners that ply our seas today. Who were the innovators and builders who, during that span of time, prompted and instigated the most significant advances? In this new book the author describes the lives and deeds of more than 120 great engineers, scientists, philosophers, businessmen, shipwrights, naval architects and inventors who shaped ship design and shipbuilding world wide. Covering the story chronologically, and going back briefly even to Archimedes, such well-known names as Anthony Deane, Peter the Great, James Watt, Robert Fulton and Isambard Kingdom Brunel share space with lesser known characters like the luckless Frederic Sauvage, a pioneer of screw propulsion who, unable to interest the French navy in his tests in the early 1830s, was bankrupted and landed in debtors prison. With the inclusion of such names as Ben Lexcen, the Australian yacht designer who developed the controversial winged keel for the 1983 Americas Cup, the story is brought right up to date. Concise linking chapters place all these innovators in context so that a clear and fascinating history of the development of ships and shipbuilding emerges from the pages. An original and important new reference book.

In this remarkable WWII story by New York Times bestselling author John R. Bruning, a renegade American pilot fights against all odds to rescue his family -- imprisoned by the Japanese--and revolutionizes modern warfare along the way. From the knife fights and smuggling runs of his youth to his fiery days as a pioneering naval aviator, Paul Irving "Pappy" Gunn played by his own set of rules and always survived on his wits and fists. But when he fell for a conservative Southern belle, her love transformed him from a wild and reckless airman to a cunning entrepreneur whose homespun engineering brilliance helped launch one of the first airlines in Asia. Pappy was drafted into MacArthur's air force when war came to the Philippines; and while he carried out a top-secret mission to Australia, the Japanese seized his family. Separated from his beloved wife, Polly, and their four children, Pappy reverted to his lawless ways. He carried out rescue missions with an almost suicidal desperation. Even after he was shot down twice and forced to withdraw to Australia, he waged a one-man war against his many enemies -- including the American high command and the Japanese--and fought to return to the Philippines to find his family. Without adequate planes, supplies, or tactics, the U.S. Army Air Force suffered crushing defeats by the Japanese in the Pacific. Over the course of his three-year quest to find his family, Pappy became the renegade who changed all that. With a brace of pistols and small

band of loyal followers, he robbed supply dumps, stole aircraft, invented new weapons, and modified bombers to hit harder, fly farther, and deliver more destruction than anything yet seen in the air. When Pappy's modified planes were finally unleashed during the Battle of the Bismarck Sea, the United States scored one of the most decisive victories of World War II. Taking readers from the blistering skies of the Pacific to the jungles of New Guinea and the Philippines to one of the war's most notorious prison camps, Indestructible traces one man's bare-knuckle journey to free the people he loved and the aerial revolution he sparked that continues to resonate across America's modern battlefields.

Men and women remain unequal in the United States, but in this provocative book, Robert Max Jackson demonstrates that gender inequality is irrevocably crumbling. *Destined for Equality*, the first integrated analysis of gender inequality's modern decline, tells the story of that progressive movement toward equality over the past two centuries in America, showing that women's status has risen consistently and continuously. Jackson asserts that women's rising status has been due largely to the emergence of modern political and economic organizations, which have transformed institutional priorities concerning gender. Although individual politicians and businessmen generally believed women should remain in their traditional roles, Jackson shows that it was simply not in the interests of modern enterprise and government to foster inequality. The search for profits, votes, organizational rationality, and stability all favored a gender-neutral approach that improved women's status. The inherent gender impartiality of organizational interests won out over the prejudiced preferences of the men who ran them. As economic power migrated into large-scale organizations inherently indifferent to gender distinctions, the patriarchal model lost its social and cultural sway, and women's continual efforts to rise in the world became steadily more successful. Total gender equality will eventually prevail; the only questions remaining are what it will look like, and how and when it will arrive.

Nagato, named for Nagato Province, was a super-dreadnought battleship built for the Imperial Japanese Navy (IJN) during the 1910s. The lead ship of her class, she carried supplies for the survivors of the Great Kantō earthquake in 1923. The ship was modernized in 1934-36 with improvements to her armor and machinery and a rebuilt superstructure in the pagoda mast style. Nagato briefly participated in the Second Sino-Japanese War in 1937 and was the flagship of Admiral Isoroku Yamamoto during the attack on Pearl Harbor. She covered the withdrawal of the attacking ships and did not participate in the attack itself.

The modeling of item response data is governed by item response theory, also referred to as modern test theory. The field of inquiry of item response theory has become very large and shows the enormous progress that has been made. The mainstream literature is focused on frequentist statistical methods for estimating model parameters and evaluating model fit. However, the Bayesian methodology has shown great potential, particularly for making further improvements in the statistical modeling process. The Bayesian approach has two important features that make it attractive for modeling item response data. First, it enables the possibility of incorporating nondata information beyond the observed responses into the analysis. The

Bayesian methodology is also very clear about how additional information can be used. Second, the Bayesian approach comes with powerful simulation-based estimation methods. These methods make it possible to handle all kinds of priors and data-generating models. One of my motives for writing this book is to give an introduction to the Bayesian methodology for modeling and analyzing item response data. A Bayesian counterpart is presented to the many popular item response theory books (e.g., Baker and Kim 2004; De Boeck and Wilson, 2004; Hambleton and Swaminathan, 1985; van der Linden and Hambleton, 1997) that are mainly or completely focused on frequentist methods. The usefulness of the Bayesian methodology is illustrated by discussing and applying a range of Bayesian item response models.

America's expert on law firm mismanagement is back with a whole new array of humorous committee meetings, memos, speeches, and consultants' reports that present lawyers acting not like sharks, but rather floundering in a sea of dilemmas. The lawyers at the fictitious firm Fairweather, Winters & Sommers consider the advantages of merging and going virtual, bicker over a firm web site, and in front of a morning talk-show audience, try to understand economics, and scramble to figure out what to do when a big corporate client gets caught being unusually unethical. A sports-mogul client argues for drafting law-school graduates as if they were athletes, and a look into the future finds lawyers trolling outer space for new business. As ever, the firm's founder, Stanley Fairweather, gets the last, wise word. Imagination and humor drive this law firm send-up, which turns a dull topic into hilarious farce and entertains lawyers while showing them the error of their ways.

This new book on Bismarck offers a forensic analysis of the design, operation and loss of Germany's greatest battleship and draws on survivors accounts and the authors' combined decades of experience in naval architecture and command at sea. Their investigation into every aspect of this battleship has taken fifty-six years of painstaking research, during which time they conducted extensive interviews and corresponded with the ship's designers and the survivors of the battle of the Denmark Strait and Bismarck's final battle. Albert Schnarke, for instance, the former gunnery officer of Tirpitz, Bismarck's sister ship, aided the authors greatly by translating and supplying manuscript materials from those who had participated in the design and operations. Survivors of Bismarck's engagements contributed to this comprehensive study including D B H Wildish, RN, damage control officer aboard HMS Prince of Wales, who located photographs of battle damage to his ship. After the wreck of Bismarck was discovered in June 1989, the authors served as technical consultants to Dr Robert Ballard, who led three trips to the site. Film maker and explorer James Cameron has contributed a chapter, which gives the reader a comprehensive overview of his deep-sea explorations on Bismarck and it is illustrated with his team's remarkable photographs of the wreck. The result of nearly six decades of research and collaboration, this new work is an engrossing and encyclopaedic account of the events surrounding one of the most epic naval battles of World War Two. And Battleship Bismarck finally resolves some of the major questions around her career, not least the most profound one of all: Who sank the Bismarck, the British or the Germans? AUTHORS: William H. Garzke is a graduate of the University of Michigan with a degree in naval architecture and marine engineering. Robert O. Dulin is a graduate of the US Naval Academy and later earned his MS in naval architecture and marine engineering from MIT. William J. Jurens currently serves as an associate editor for Warship International. James Cameron is a Canadian film maker and deep-sea explorer.

From local Madrid idol to Kop hero and European Championship winner, one of soccer's hottest properties talks about the unique challenges faced in his two years in England, with candid snapshots of his life on and off the field. At the age of 25, Spain's Fernando Torres has already established himself as one of the Liverpool greats and a proud wearer of the fabled No. 9 shirt. His first book tells the captivating story of his career to date. Nicknamed "El Nino" (The Kid), Torres opens up about life on the streets beside Atletico's Vicente Calderon

stadium, signing for the club at 15, and appointed club captain by 19. When Liverpool broke their club transfer record to bring Torres to Anfield in 2007, it proved the turning point in his career. Competing in the goldfish bowl of the English Premier League, playing alongside Liverpool heroes like Steven Gerrard and Jamie Carragher and in the company of Spanish teammates Pepe Reina, Xavi Alonso, and Albert Rieira, and performing in front of the Kop who quickly adopted him as one of their own, Torres describes what it means to him to play on one of the greatest stages in world soccer and compares and contrasts life in Spain with his new career in England. Torres also discusses his life out of the spotlight with his childhood sweetheart Olalla, his family and friends, and what inspires and motivates him.

The Bismarck is perhaps the most famous – and notorious – warship ever built. Completed in 1941, the 45,000-ton German battleship sank HMS Hood, the pride of the British Navy, during one of the most sensational encounters in naval history. Following the sinking, Bismarck was chased around the North Atlantic by many units of the Royal Navy. She was finally dispatched with gunfire and torpedoes on 27 May, less than five months after her completion. Her wreck still lies where she sank, 4,800m down and 960km off the west coast of France. Drawing on new research and technology, this edition is the most comprehensive examination of Bismarck ever published. It includes a complete set of detailed line drawings with fully descriptive keys and full-colour 3D artwork, supported by technical details, photographs and text on the building of the ship and a record of the ship's service history.

Equipped with the largest guns and heaviest armour and with the greatest displacement of any ship ever built, the Yamato proved to be a formidable opponent to the US Pacific Fleet in the Second World War. The book contains a full description of the design and construction of the battleship including wartime modifications, and a career history followed by a substantial pictorial section with rare onboard views of Yamato and her sister ship Musashi, a comprehensive portfolio of more than 1,020 perspective line artworks, 350 colour 3D views, and 30 photographs. The wreck of Musashi has been recently discovered to great excitement in Japan, renewing interest in these iconic warships. Janusz Skulski's anatomies of three renowned ships of the 20th century Japanese navy are among the most comprehensive of the Anatomy series with hundreds of meticulously researched drawings of the ships. Since their first publication he has continued to research the ships and has now produce a more definitive anatomy than was possible then. He has teamed up with 3D artist Stefan Draminski who produces superb realistic renditions of the ships that bring a whole new level of detail to the portraits of the ships. This new editions is a genuine 'Super Anatomy' containing the most detailed renditions of these ships ever seen.

The year 2001 witnesses the sixtieth anniversary of one of the most shocking and tragic episodes in the history of the Royal Navy; the loss of HMS Hood. Built during the First World War, the Hood was the largest, fastest and one of the most handsome capital ships in the world. This revised edition features a full and detailed description of every aspect of HMS Hood, analysing the genesis of the design and its contemporary significance

The Yamato Battleship was the lead ship of the Yamato class of the Imperial Japanese Navy during the Second World War. Named after the ancient Japanese Yamato Province on the Kii peninsula, she was the first of four designed ships and was the heaviest, largest, and most powerful battleship ever built, displacing about 72000 tons at full load and armed with nine 46-cm Type 94 main guns. Yamato exceeded other country battleships not only by the displacement and the caliber of her guns, but also by the construction of her hull, armor protection, gunnery, and optics. The superiority of her optic equipment gave tremendous precision to her main gunfire. She was an incredible achievement for the Japanese naval engineering and shipbuilding industry by any international standard.

Battleships Yamato and Musashi Bloomsbury Publishing

Rare images of the Imperial Japanese Navy's fleet before it was almost completely destroyed

in World War II. This photographic archive contains some 125 stunning images of the battleships of the Imperial Japanese Navy, many unfamiliar, some very rare. They constitute an archive that is pretty much without equal in publications in the West. The period covered is from the launch of Japan's first real contemporary battleship, *Yashima*, built by Armstrong's on the Tyne, up to the final destruction of her fleet in the Pacific in 1945. During that time Japan built up the third largest navy in the world and, before the First World War, it was Britain that armed her at sea. All her dreadnoughts saw action in the Second World War, and of all these numerous ships only *Nagato* survived the conflict. She was to become a target in the Bikini A-bomb tests in 1946. Just as the ships were lost, so were the majority of photographic records, and relatively few images have come down to us. This selection from R.A. Burt's archive represents therefore a remarkable portrayal of these ships. Extended captions and ship specifications enhance its reference value, making it an essential volume for enthusiasts, modelers, and anyone with an interest in the Second World War.

The Test Book contains one A test and one B test for each unit of the Students' Book. These test the grammar, vocabulary and communicative material in the Students' Book input lessons. The Test Book also has six skills tests (reading, writing and listening) and six speaking tests. A useful introduction contains guidance on testing techniques, an explanation of the various types of test used in the Upbeat course, an overview of the marking system and grids for recording results. A Placement Test at the beginning of the Test Book is designed to indicate the level of the class before starting to teach. \*Placement Test \*12 two-page photocopiable Language Tests \*6 Skills Tests (Reading, Writing and Listening). One after every two units \*6 Speaking Tests \* Tests offered in A and B versions to discourage cheating

The Imperial Japanese Navy went to war with 17 light cruisers and another three cruiser-sized training ships. Of these, most were 5,500-ton ships designed to act as destroyer squadron flagships. This made them much different in capabilities and mission from their American counterparts. During the war, the Japanese built another five light cruisers, all but one of which maintained the design premise of being able to serve as destroyer squadron flagships. During the war, Japanese light cruisers were active throughout the Pacific performing many missions in addition to their flagship duties. Mark Stille continues Osprey's coverage of the IJN of WWII with this concise and complete study of all 25 ships, from their design and development to their ultimate fates. Detailed Osprey artwork and rare period photographs from the Fukui collection held in Kure, Japan illustrate this discussion.

"This volume features selected photos of the Japanese battleships, *Yamato* and *Musashi*, from the archives of the Kure Maritime Museum. It includes photos taken by the Kure Naval Arsenal of the ships' construction and sea trials, as well as photos of the ships from private individuals"--

While serving as a crew chief aboard a U.S. Air Force Rescue helicopter, Airman First Class William A. Robinson was shot down and captured in Ha Tinh Province, North Vietnam, on September 20, 1965. After a brief stint at the "Hanoi Hilton," Robinson endured 2,703 days in multiple North Vietnamese prison camps, including the notorious Briarpatch and various compounds at Cu Loc, known by the inmates as the Zoo. No enlisted man in American military history has been held as a prisoner of war longer than Robinson. For seven and a half years, he faced daily privations and endured the full range of North Vietnam's torture program. In *The Longest Rescue: The Life and Legacy of Vietnam POW William A. Robinson*, Glenn Robins tells Robinson's story using an array of sources, including declassified U.S. military documents, translated Vietnamese documents, and interviews from the National Prisoner of War Museum. Unlike many other POW accounts, this comprehensive biography explores Robinson's life before and after his capture, particularly his estranged relationship with his father, enabling a better understanding of the difficult transition POWs face upon returning home and the toll exacted on their families. Robins's powerful narrative not only demonstrates how Robinson and

his fellow prisoners embodied the dedication and sacrifice of America's enlisted men but also explores their place in history and memory.

The second edition of *Sustainable Buildings and Infrastructure* continues to provide students with an introduction to the principles and practices of sustainability as they apply to the construction sector, including both buildings and infrastructure systems. As a textbook, it is aimed at students taking courses in construction management and the built environment, but it is also designed to be a useful reference for practitioners involved in implementing sustainability in their projects or firms. Case studies, best practices and highlights of cutting edge research are included throughout, making the book both a core reference and a practical guide.

A highly detailed study of the World War II German battleship that sparred with the British Royal Navy from 1939–43. The Kriegsmarine's Scharnhorst was a German capital ship, described either as a battleship or battlecruiser, and the lead ship of her class, which included one other ship, Gneisenau. She was launched on 3 October 1936 and completed in January 1939, armed with nine 28cm C/34 guns in three triple turrets. She operated with Gneisenau for much of the early portion of World War II, including sorties into the Atlantic to raid British merchant shipping. They took part in Operation Weserübung (April–June 1940), the German invasion of Norway during which they sank the aircraft carrier HMS Glorious and her escort destroyers Acasta and Ardent. Scharnhorst also sank HMS Rawalpindi in November 1939. In early 1943, Scharnhorst joined the Tirpitz in Norway to intercept Allied convoys to the Soviet Union. On a sortie from Norway to attack a convoy, the German force was intercepted by British ships and during the Battle of the North Cape (26 December 1943), HMS Duke of York and her escorts sank Scharnhorst and most of her crew was lost. This is the most comprehensive examination of Scharnhorst ever published, drawing on new research and technology to tell the full story of the ship. It includes a complete set of detailed line drawings with fully descriptive keys and full-color artwork, supported by technical details, photographs, and text on the building of the ship, as well as a record of her service history.

The first major clash between a European and Asian state in the modern era signalled the beginning of Japan's rise as a major power on the world stage. Watched by the rest of the world's superpowers, this incredibly violent war was disastrous for the Russians who, despite their superior numbers, were defeated by the Japanese underdogs in a spectacular fashion. The key technical elements of firepower, protection, maneuverability and communications for each side are covered in detail and accompanied by first-hand accounts and specially commissioned artwork to explain and illustrate this historically significant duel. The Imperial Japanese Navy of World War II surpassed the Allied and Axis fleets in innovation and technology. This title covers the 12 Japanese battleships that saw service between 1941 and 1945, including the mighty Yamato. Each class is considered in light of its design and construction, its armament and wartime modifications. The author, Mark Stille, uses primary sources and dramatic photographs to tell the story of these mighty battleships at war, including their major engagements during the raid at Pearl Harbor and the battle of Midway. The first English language book to include photographs from the prestigious Fukui Collection, this investigation will fascinate any naval enthusiast.

Osprey's survey of Greek warriors of the period of the Bronze Age from 1600 to 1100 BC. More than a century has passed past since German archeologist Heinrich Schliemann discovered the treasures of Bronze Age Mycenae. The richly decorated artifacts of the entombed warriors, whose bodies still lay in their graves, confirmed that Homer's epic *The Iliad* was based upon true events, and that the Achaeans described in his poems probably did exist. Through a combined study of the mythical tradition, archeological findings, and written sources, this fascinating addition to the Warrior series explores the evolution of warfare in the Bronze Age Greek world. Covering weaponry, clothing, helmets, and body armor, it provides a

richly illustrated guide to the warriors who have shone from the pages of Homer's poem for almost three millennia.

Taking students from starter to intermediate level, Look offers enjoyable and easy-to-follow lessons designed to engage learners right from the start.

Though it barely missed being caught and destroyed at Pearl Harbor on December 7, 1941, the US Navy's USS Enterprise (CV-6) aircraft carrier took part in every major action of the Pacific War, from the Doolittle Raid to the battles of Midway, Santa Cruz, and Guadalcanal to the Philippine Sea and Leyte. Affectionately known as the "Big E," as well as as the "fightingest ship in the Navy," the Enterprise racked up one of the most impressive tallies of damage to the enemy of any Allied warship during WWII. This book explores Enterprise's design and construction, wartime activities, and ultimate postwar decommissioning and scrapping through carefully researched photos, many of which have never before been published. The clarity and large size of many of the photos, coupled with descriptive and informative captions, put the reader on the deck of this historic warship throughout its famed history.

With the publication of their previous book on the battleships of the Littorio class, the authors set new standards for the detailed coverage and sophisticated analysis of Italian warship design. Inspired by its success, both critically and commercially, the authors were inspired to follow up with a similar study of the earlier Italian battleships that were built in the First World War but survived to fight in the Second. Given the level of new research required, this has taken a decade to achieve but the result is a similarly comprehensive coverage. Originally comprising five ships in two related classes, they entered service at the beginning of the Great War. As designed, they were powerful examples of the second generation of dreadnoughts, with a combination of twin and triple turrets producing a unique main armament of thirteen 12-inch guns. One ship, Leonardo da Vinci, was sunk by an internal explosion at Taranto in 1916, and although the hull was raised post-war, the plan to rebuild the ship was abandoned as it was not deemed cost-effective. However, the remaining four ships were to undergo one of the most radical reconstructions of any battleship class during the 1930s, emerging with an entirely new profile, more powerful machinery and all the characteristics of a modern fast battleship. In this form they became an important element in the Italian fleet that opposed the British after 1940. This book covers all the technical details of the ships, both as built and as rebuilt, but also provides an extended history of their active service, including battle plans and track charts. Thoroughly illustrated with photographs, ship and armament plans, detail drawings and colour camouflage schemes, the book is a fitting companion to The Littorio Class.

Ise (whose name comes from an ancient Japanese province on Honshu, now part of Mie Prefecture) was the lead ship of the two-vessel Ise-class battleships of the Imperial Japanese Navy, which saw combat service during the Pacific War. Ise was laid down as battleship 5 at the Kawasaki Heavy Industries shipyard in Kobe on 10 May 1915, launched on 12 November 1916, completed on 15 December 1917, and assigned to the Kure Naval District. Completed too late for service in World War I, Ise patrolled off the Siberian coast and in northern waters in support of Japan's Siberian Intervention against the Bolshevik Red Army. From the mid-1920s through the late 1930s, Ise patrolled mostly off of the China coast. On 12 April 1922, she hosted a delegation which included Prince of Wales, the future King Edward VIII of the United Kingdom, and the future Lord Mountbatten. Ise-class battleships were fascinating ships and their story began in 1906 with the completion of HMS Dreadnought. The appearance of the all-big-gun turbine-powered Dreadnought rendered all existing battleships obsolete overnight, and in response the rest of the world's navies initiated massive construction programs. The world's major navies had gained an insurmountable lead in the number of dreadnoughts in service or under construction. Recognizing the futility of trying to compete in sheer numbers, the Japanese Navy adopted a quality before quantity approach, building fewer ships each of much

greater capability than foreign designs. In 1911 the Japanese government passed the Emergency Naval Expansion bill which authorized the building of four battlecruisers and one battleship. The battleship was to be designed and built in Japan; this ship became the Fuso. There were a number of foreign designs to take into consideration when it came time to decide the main armament for the new ships. Britain Royal Navy's Orion class was armed with the 13.5 in. gun; the US Wyoming class with 12-12 in. guns; and the succeeding New York class with 10-14 in. weapons. Japan decided to leap over the competition and fit the new ships with the 14 in. gun so Fuso-class would carry 12-14 in. weapons. Armament was not the only area where the Japanese battleship was intended to be superior to foreign designs: it was also to be at least 2 knots faster. Fuso was laid down on 11 March 1912 and she was the first battleship built in Japan using Japanese manufactured materials and weapons. Three sister ships were authorized, one of them laid down in November 1913, but financial difficulties prevented the laying down of the next two ships until 1915, which allowed time for some design improvements. The forecastle deck was shortened, the amidships turrets were grouped together and placed aft of the second funnel and the hull length was increased by 10 ft. to give more machinery space. The changes resulted in the two ships becoming known as the "Improved Fuso" or Ise class.

The ShipCraft series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeller through a brief history of the subject class, then moves to an extensive photographic survey of either a high-quality model or a surviving example of the ship. Hints on building the model, and on modifying and improving the basic kit, are followed by a section on paint schemes and camouflage, featuring numerous colour profiles and highly-detailed line drawings. The strengths and weaknesses of available kits of the ships are reviewed, and the book concludes with a section on research references - books, monographs, large-scale plans and relevant websites. The Yamato class battleships of the Imperial Japanese Navy were the largest warships of the Second World War and the largest battleships ever constructed, displacing 78,800 tonnes. They also carried the largest naval artillery ever fitted to a warship—18in guns. Neither Yamato nor her sistership Musashi made much impact on the War. Musashi was sunk during the battle of Leyte Gulf while Yamato, deployed in a deliberate suicide attack on Allied forces at the battle of Okinawa, was finally sunk by US carrier-based aircraft; Not 300 of her 3,330 crew survived.

The 'ShipCraft' series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeler through a brief history of the subject class, highlighting differences between sisterships and changes in their appearance over their careers. This includes paint schemes and camouflage, featuring color profiles and highly-detailed line drawings and scale plans. The modeling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit. This is followed by an extensive photographic survey of selected high-quality models in a variety of scales, and the book concludes with a section on research references - books, monographs, large-scale plans and relevant

websites. This volume covers the two related classes of Japanese 14in-gunned battleships, originally built during the First World War but subsequently totally reconstructed. They are famous for the towering forward superstructure, usually described as a pagoda bridge, that they featured when rebuilt. Ise and Hyuga underwent further reconstruction during the Second World War to emerge as a unique hybrid of battleship and aircraft carrier in a desperate attempt to compensate for fleet carriers sunk earlier in the war.

The Sukhoi Su-25 Frogfoot was the Soviet Air Force's first mass-produced jet purposely designed for the close air support (CAS) role and was a simple, effective and durable attack aircraft that, by 2012, had seen combat in no fewer than 40 conflicts. Some 630 Su-25s were built between 1979 and 1991, as well as 185 export Su-25Ks, 70 Su-25UB/UBK Frogfoot-B two-seaters that rolled off the production line at the aviation plant in Ulan Ude (UUAP), Russia. The Frogfoot is known as the most cost-effective ground attack aircraft available to the Russian Air Force (RuAF) and, between the RuAF and the Russian Navy's aviation assets, there are some 200–220 Su-25s still in operation. This title examines the development history, evolution and combat performance of the Su-25 Frogfoot, and details its effectiveness and reliability. Such is the reputation the Su-25 has earned, 19 of the 25 nations to have deployed a Frogfoot variant continue to operate them today.

With the greatest displacement, biggest guns and heaviest armour, Yamato and her sister Musashi were the ultimate battleships. Everything about them was gigantic - each main armament turret, for example, had a total revolving weight of over 2500 tones - and they proved formidable opponents to the US Pacific Fleet. The Imperial Japanese Navy (IJN) was the third most powerful navy in the world at the start of World War II, and came to dominate the Pacific in the early months of the war. This was a remarkable turnaround for a navy that only began to modernize in 1868, although defeats inflicted on the Russians and Chinese in successive wars at the turn of the century gave a sense of the threat the IJN was to pose. Bringing together for the first time material previously published in Osprey series books, and with the addition of new writing making use of the most recent research, this book details the Japanese ships which fought in the Pacific and examines the principles on which they were designed, how they were armed, when and where they were deployed and how effective they were in battle. A valuable reference source for Pacific War enthusiasts and historians, *The Imperial Japanese Navy in the Pacific War* provides a history of the IJN's deployment and engagements, analysis of the evolution of strategy and tactics, and finally addresses the question of whether it truly was a modern navy, fully prepared for the rigors of combat in the Pacific.

This richly detailed tribute to the legendary Yamato is now back in print by popular demand. Equipped with the largest guns and heaviest armor and having the greatest displacement of any ship ever built, the Yamato proved to be a formidable opponent to the U.S. Pacific Fleet in World War II. This classic in the

Anatomy of the Ship series contains a full description of the design and construction of the battleship including wartime modifications, and a career history. This is followed by a substantial pictorial section with rare onboard views of Yamato and her sister ship, a comprehensive portfolio of more than 600 perspective and three-view drawings, and 30 photographs. Such a handsome and thorough work is guaranteed to impress modelmakers, ship enthusiasts, and naval historians.

The history and evolution of the battleship, an international directory of 150 ships, with specifications, and illustrated with 500 photographs.

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